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Hongkong, April 4, 1885. 572

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Hongkong, January 23, 1884. 143

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INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First,

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THE Undersigned having been appointed

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Hongkong, July 23, 1872. 406

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PANY, LIMITED.

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Agents for the above Corporation are

prepared to GRANT POLICIES on MARINE

RISKS to all parts of the World, at current

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ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. 855

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NOTICE.

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Risks on First Class Godowns at 1

per cent. net premium per annum.

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NORTON & Co., Agents.

Hongkong, May 19, 1881. 939

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NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

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THE Undersigned, AGENTS of the above

Company, are authorized to insure

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Hongkong, January 1, 1882. 14

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CAPITAL, Two Millions Sterling.

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THE Undersigned are prepared to grant

Policies against the Risk of FIRE on

Buildings or on Goods stored therein, on

vessels on board Vessels and on Hulls of

Vessels in Harbour, at the usual Terms

and Conditions.

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Proposals for Life Assurances will be re-

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If required, protection will be granted on

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ARNHOLD, KARBERG & Co.,

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Hongkong, January 4, 1867. 100

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To-day's Advertisements.

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CHINA SUGAR REFINING COM-

PANY, LIMITED.

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DEBENTURE LOAN 1880.

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COUPONS for INTEREST falling due

on 30th June, 1885, will be Paid on

Presentation at the Office of the HONG-

KONG & SHANGHAI BANKING CORPORATION,

Hongkong, on and after that date.

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General Agents.

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Hongkong, June 29, 1885. 1004

To-day's Advertisements.

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FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates

for NINGPO, CHEFOO, NEW,

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Ports on the YANGTSE.)

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The Co.'s Steamship

Antelope, Captain BRUCE, will be

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For Freight or Passage, apply to

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Hongkong, June 29, 1885. 1090

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SHIRE LINE OF STEAMERS.

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P. PAULSEN, having arrived from the

above Ports, Consignees of Cargo are hereby

informed that their Goods—with the exception

of Opium, are being landed at their risk into

the Godowns of the Undersigned, at Wan-

chai, No. 3, behind the premises known as

'Blue Buildings,' whence, and/or from this

Wharves or Boats delivery may be obtained.

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Optional Cargo will be forwarded on

unless notice to the contrary be given before

Noon TO-DAY.

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No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining after the 5th Proximo will be

subject to rent.

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No Fire Insurance has been effected.

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Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,

Agents.

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Hongkong, June 29, 1885. 1092

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SATURDAY, the 11th July, at 3 p.m.,</

A FATAL accident occurred to a steamer named *Lui Anan* at Tai-kok-tai yesterday morning. Deceased was engaged quarrying stone on the hillside, when a large block of granite above him became detached and fell upon the unfortunate man, breaking his left thigh and inflicting other serious injuries which caused his death before he could be removed to hospital. An inquest was held upon the body of deceased at 3 p.m. to-day.

Says the *Strait Times* of the 20th inst.:—We are informed that the late arrival in port this morning of the *Djennah* was due to slow sailing arising from the bad trimming of her cargo at Hongkong and the bottom being foul. If the latter is one of the principal reasons we can only express our surprise that a mail steamer which had lain in port for some time should not have had her bottom cleaned before proceeding on mail service.

The *Singapore Free Press* says:—One of the facts will have to be reconstructed in some respect, to substitute the heavier guns which are to be sent out to be placed in it, in accordance with the plans lately received from the War Office. It has been proposed to take advantage of this to try some experiments, of which all Europe will hear, if they come off. It has been suggested to have a sort of sham fight, and to let the fort with the guns it has now, pound away a certain number of shots at a dummy vessel and dummy boats (old sampans); and then to let the *Lucinde* and *Caracot* pound away at the fort, after the guns have been dismantled. All this would be done under certain conditions, previously laid down, so as to be as like the actual conditions of a real attack as possible. Dummy figures would be used, and for the first time probably, some real facts and certainly interesting results would be arrived at. The fort in question is situated in such a place that it can be done without danger, and as it has to be reconstructed in a different way, as far as the foundations for the guns are concerned, the damage would probably not amount to more than a very few dollars. Singapore, perhaps, the only place where it can be done, and it would be a pity to lose such a good opportunity. We believe that the approval of the General and Admiral are required before it can be carried out, and if it comes off, as we hope it will, it will be a day's outing for Singapore, as there are points from which all can be seen in perfect safety.

REUTERS telegram to the effect that the *Glengary* had passed the Canal was not correct at the time. She arrived in the Canal, this side of the late obstruction, at the time stated, but was detained till the obstruction was removed. The following telegram dated London 22nd June, 4.51 p.m. was received in Shanghai:—*Glengary* detained since midnight in consequence of block canal; four days before clear. Another telegram, dated 22nd, says, 'Canal reopened yesterday.'

M. E. Van Etvelde, who has for some time past held the post of Consul-General for Belgium in Roubaix, has been nominated by the King of the Belgians as Minister of Commerce and Foreign Affairs in the new Congo State. An Ambassador in the Brussels paper, *La Chronique*, says that M. Van Etvelde, who is scarcely thirty years of age, entered the consular services of his country in China, where he became thoroughly familiar with the Chinese language. His reports to the Belgian Government were remarkably able and good impression which he made upon his Government gained for him the appointment of Consul-General in British India. M. Van Etvelde, acting under the immediate orders of King Leopold, will at once set about the political and administrative organization of the new African State.

The issue of the *Strait Times* of the 20th instant contains the following:—We learn that the few cases of cholera which occurred last week in the Immigrant Depots were merely of a sporadic nature. So soon as the cases were reported, Dr. Rowland sent the depots to be completely cleared out, sending the sick to the hospital and the healthy to the quarantine station on St. John's Island. The effect of these prompt and energetic measures is that the disease has so far, we believe, been completely stamped out.

The *S. S. Menachite* came into port on the 12th instant, flying the yellow flag. On being boarded, it turned out that one case of cholera had occurred on board the day after leaving Penang. On the vessel's arrival at the quarantine anchorage, the patient was at once sent to St. John's, where also all the passengers were landed. A second case occurred among the crew on the night after her arrival. The vessel was then carefully disinfected, and on Thursday she was admitted to pratique.

THREE more of the Shanghai policemen have left suddenly for the Colonies. They went away on Saturday morning by the *Ocea*. Two of the men were sergeants, who were promoted on the 1st of the present month, and they waited till they got the grade before they went away, so that it could not be said they were undesirable characters. The third man, a constable, was also a man of good character. Their names are Tagg, Stacey, and Bolton. The first came out with the last assignment of policemen, the other two were engaged here, Sergeant Stacey went on duty at midnight, and when he got to the General's, took off his uniform and hung it up on a bamboo, with the arm through a cross piece and the helmet on top. During the night, the native policeman on duty in the Gardens reported his beat to what he thought was the Sergeant, but on closer examination found only the officer's uniform and helmet was not missed till Saturday afternoon.

The force, in consequence of the last three defections, has now been reduced by twenty-three. Probably as long as the men consider themselves under-paid, there will be defections. The pay of the French police is as follows:—*See also Constable's List, 25.*

THE chartered French transport *La France* on arriving at Singapore on the 20th instant, was immediately put into quarantine. Her crew of 400 men, having occurred among her military passengers during the passage from typhoid fever.

It is reported that Admiral Wu has impeached the Captain and chief engineer of one of the Chinese men-of-war at Chin-hai. It appears that during the armistice, these two officers visited the French ships, and now the Chinese Admiral says they held treasonable intercourse with the French.—*N. O. L. News.*

CAPTAIN Monzelli, who established the regular emigration trade between Singapore and the Coromandel coast ports in the *Montevideo*, has just taken command of the *Castle Eden*, a splendid steamer 300 feet long, 37 feet broad, and 27 feet deep, with a gross tonnage of 2,383 and net 1,535, and carried on her last voyage from Penang to Singapore about 3,500 tons of coal. The *Castle Eden*, which is intended for the same trade, has accommodation for 915 emigrants and is fitted throughout with the electric light. The Company which runs the *Castle Eden* has six more steamers ready to come out, and as the French Government of Pondichery has already agreed to subsidize them in the establishment of a line of steamers between the French possessions on the Coromandel Coast and Singapore, the project only awaits the consent of the Saigon Government to be *bona fide* accomplished. A second steamer called the *Castle Hill* is shortly expected. Captain Monzelli, who is informed, is so popular in the emigration trade on the Coromandel Coast that it was at the special request of the native merchants and passengers that he has re-established the line. Messrs. Katz Brothers are the Singapore and Penang Agents.—*Strait Times.*

Dr. Cameron sends some interesting figures to the *Standard* about the experiments in inoculation for cholera recently made at Valencia. But after all, statistics in the mass, because they can be made to prove anything, generally prove nothing; what an individual wants to convince him is to see an experiment for himself. Just as some of the doctors offered to swallow Dr. Kodak's beetle, so the public wants to see some one offer himself for inoculation. And this is exactly what the correspondent of the *New York Herald* has been doing on his campaign for himself. That the proceeding really reflects some credit on the enterprise of the modern press may be seen from his description of the experiment:—'After an hour I began to feel considerable pain about the spinal region, the injection causing unusual acidity, the pain extending to the palm of the hands. In two hours my temperature rose to fever heat. This was followed by clammy hands, lassitude, and pains in the legs. In four hours my arms became very painful and then so stiff that I could scarcely lift them. Journalists have always been the public's eyes and ears, but the *Herald's* correspondent is one of the first to have the public's arms and spine.'

THE PORT OF ADEN.—A memorial has been presented to the Secretary of State for India begging him to direct that the work of deepening the inner harbour at Aden, so as to enable vessels of deep draught to enter, remain afloat, and leave at all states of the tide, shall be begun as soon as possible. It is pointed out that the work will be of the greatest service to the British ships, as well as to the mercantile marine, and that it is a necessary complement to the new fortifications at Aden. There is, it is stated, a large balance at the credit of the Aden Port Fund, which would provide the dredging plant. The memorial is supported by every leading line of steamers trading through the Suez Canal as well as by private shipowners. The signatures appended to it represent steam tonnage to 1,500,000 tons. The signatures are too many to enumerate, being nearly 100 in number. Among them are the representatives of the Peninsular and Oriental Company, the British India Steam Navigation Company, the Orient Steam Navigation Company, Messrs. F. Green and Co., Messrs. Gellatly, Harker, and Co., Messrs. Duple, City, Anchor, and Co., Messrs. Messers, Messers. Wiggins and Co., Messrs. Agnew, the New Zealand Shipping Company, the Persian Gulf Steamship Company, the Eastern Telegraph Company, and Messrs. D. and O. Maciver. The memorial was prepared and the signatures obtained by Messrs. Luke Thomas and Co. and Messrs. James Burness and Sons.

THE 'MASCOTTE' OPERA COMPANY AT THE CITY HALL.

The last performance of the 'Mascotte' Opera Company for the present season was given at a full house at the City Hall on Saturday evening, when Planchette's charming comic opera 'Les Cloches de Corneville' was presented to the Hongkong public. The representation was fully as successful in every way as any to which this now popular company has treated the community during their stay amongst us, and the satisfaction of the audience with the performers, approaching more nearly to enthusiasm than is at all usual with our generally undemonstrative play-goers, was displayed in more ways than one during the performance.

This delightful opera is so popular and well known that it is unnecessary to describe the plot. The piece was very well mounted and the dresses were tasteful and fully up to the mark.

As *Serpente*, the merry, mischievous, village 'n'er do well,' as well as in the rôle of the upstart 'Marquise' of an hour, Miss Eva Davenport was thoroughly at home, and achieved another triumph. Her acting was most natural and spirited and her versatile talents have so far been displayed to better advantage. The numerous songs which occur in this, as well as in other parts of this most melodious opera, were rendered in the *prima donna's* best style, and brought forth rounds of applause and several encores from the audience, besides a perfect shower of bouquets. In this pretty song and chorus 'Just look at this and look at that,' and the 'Older' song, she fairly brought down the house. In the character of the demure and pretty Germaine, the adopted daughter of the old

man, the applause with which Miss Seymour was greeted on her first appearance on the stage last night showed at once the popularity and favour which this lady has gained during her stay amongst us. Though not so finished or versatile an actress and vocalist as the *prima donna* of the company, her nerve and pleasing manner of acting and her musical voice have rendered her a first favourite with the community, and on no occasion has she been more pleasing in the representation of her part than last night. The pretty songs and airs which fell to her lot were rendered with taste and feeling and were more than once encored and also brought forth several beautiful bouquets from admiring listeners. As the three village maidens, Miss Carrie Hubert, Miss Blanche Thompson, and Miss F. Beaumont acted and sang their parts with grace and spirit. Mr. Edward Farley made a fine *Marquis de Corneville*, acting the part with dignity and precision, but he appeared to be in bad voice during the evening and his songs were not so well rendered as on many previous occasions. Mr. Vernon Reid, as the fisherman, *Jean Grenouille*, scored a decided success. He was in splendid voice and he has scarcely been heard here to better advantage than in the pretty solo 'That night I'll never forget.' Mr. Neil O'Brien as the Bailiff, has never acted better in Hongkong. The representation was really a fine piece of comedy acting from beginning to end. The rôle of *Gaspard*, the minor, was played by Mr. F. M. Page, a gentleman who recently belonged to the branch of the Opera Company from which the 'Mascottes' separated on leaving Calcutta. This was owing to the continued indisposition of Mr. Charles Tyrrell. Mr. Page, had, we understand, a very short time during which to get up the part, and certainly gave a very fair representation of the character under the circumstances. Mr. E. Scott, as *Ubu*, the notary, came out of his shell on this occasion and astonished all who had seen his previous performances by his spirited delineation of the part, his 'frivolous' and 'prigs' being most amusing. At the fall of the curtain after the last act, Mr. Neil O'Brien, the Manager of the Company, came to the front, and in taking his farewell of the audience for a time thanked the community for the patronage which had been bestowed upon the Company throughout their stay. He also returned his sincere thanks to the amateurs who had kindly given their assistance, to Mr. George Grubb, who had on several occasions performed the duties of pianist, and to Bandmaster Kelly and the members of his Band, who had rendered most valuable assistance. The Company were now leaving for Shanghai and Japan but hoped to revisit the Colony about next October. They had only half exhausted their repertoire and would on their return be able to offer plenty of novelties.

The address was received with hearty applause. The company have during their stay with us gained much more than the suffrages of the community; they have fully earned, by the excellence of their performances, a popularity which has not been achieved by any other dramatic company in the colony for many years, and the good feeling displayed by the audience at the last performance may well be taken as a token that a warm welcome will be extended to the company upon their return to the Colony in the autumn. The company left for Shanghai yesterday by the *S. S. Glencairn*. We heartily wish them success in the north and a speedy return.

CORRESPONDENCE.

CORONER'S INQUESTS IN HONGKONG.
To the Editor of the 'CHINA MAIL.'
June 20th 1885.

SIR,—Anyone whose duties necessitate his attendance at the Coroner's Inquests held in this Colony must have been struck by the vagaries and irregularities which have recently been exhibited in the conduct of these enquiries by the present Coroner. Many instances of these strange freaks of fancy upon the part of the present Coroner have been already mentioned in your columns, and appear to have reached their climax a few weeks since when an enquiry was held and a verdict recorded without the indispensable form of viewing the body having been gone through by the jury. In England, and I presume in other Colonies, such an omission would have invalidated the whole of the proceedings, and a fresh enquiry would have been ordered. A great deal is left to the discretion of the officer performing the duties of the post, but it is of course supposed that the powers with which he is invested will be used with a certain amount of common sense, and a due regard to the rights and convenience of the jurors who give their time and services at these enquiries.

During the last few weeks a great want of consideration for the rights of the jury-serving portion of the community, on the part of the Coroner, has been observable. On the 30th May a jury was summoned to hold an enquiry into the circumstances attending the death of a Chinese coolie who met with a fatal accident while discharging cargo from the *S. S. Ocea*. The enquiry was concluded and the verdict recorded at the one sitting. But another accident had occurred the same day, a woman having been found drowned in a pool at Lap-sap-wei, and the body being left at the Mortuary at the time of the conclusion of the first enquiry, the same jury were sworn in again by the Coroner in the new case, which was then adjourned for two days. On the 31st, when the enquiry again came on, the jury having found the death of a Chinese coolie who met with a fatal accident while discharging cargo from the *S. S. Ocea*. The enquiry was concluded and the verdict recorded at the one sitting. 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Merchant Vessels in Hongkong Harbour.

(Continued from page 60)

brook	Russian aviso	1684	7	300	Captain Schanz	Nagasaki
lert	U. S. corvette	541	4	800	Commander C. J. Barclay	Nagasaki
regon	Spanish frigates	3981	—	—	Captain Enrique Zubrara	Manila
talante	French gunboat	450	4	—	Commander de Jonquieres	Manila
layard	French frigate	4000	—	—	Commander Tavy	Saigon
ateau Renaud	French ironclad	6007	14	—	Commander Parayron	Ponassca
ateau Yquem	French corvette	1200	—	—	Commander Pontois	Kooling
Comodoro Colombo	French transport	4000	—	—	Commander Leyard	Pescadores
la Stephanie	French gun-vessel	453	—	—	Lieut. Commander Noirot	Keelung
l'Eating	Italian corvette	5600	5	3000	Commander Accini	Shanghai
uchaffant	Portuguese corvette	1400	—	—	Captain E. de la Cabral	Macao
uguyay Trouin	French cruiser	2236	15	—	Commander Colomb	Keelung
chleure	French cruiser	1300	19	—	Comdr. Lemourit Moussaix	Pescadores
cinclash	French cruiser	3700	14	3000	Captain Pesnoy	Pescadores
nterprise	French corvette	2000	—	—	Captain L. Fournier	Pescadores
ormostai	German corvette	1375	0	900	Capt. Schering	Singapore
ia	Russian transport	1000	4	80	Commander A. S. Barker	Pochoow
aguar	Russian gunboat	456	6	80	Captain Koltcha	Japan
atata	German gunboat	420	4	340	Commander O. W. Stater	Shanghai
la Galesnabbre	French gunboat	430	—	—	Lieut. Commander Rötter	Shanghai
a Perouse	U. S. corvette	838	8	900	Commander Fouet	Haiphong
utina	French frigate	2300	14	4500	Commander P. F. Harrington	Nagasaki
lynx	French gunboat	437	4	100	Captain Fleurain	Formosa
agou	French corvette	400	—	—	Capt. Monnet	Hongkong
ia	French frigate	2400	—	—	Captain Debar	Keelung
erguelon	French frigate	6000	19	—	Commander Bonnaire	Haiphong
onacoy	French corvette	1201	—	—	Commander Puech	Keelung
orge	U. S. gunboat	1375	6	750	Captain Grenquist	Nagasaki
autius	Russian gunboat	400	7	80	Commander Pontrier	Pescadores
erpa	Austrian gun-vessel	550	—	—	Commander F. J. Higginson	Amoy
tiely	Russian gunboat	400	7	80	Commander Parl Spetzler	Viadivostock
riehnik	French corvette	2300	15	300	Commander Valondet	Chefoo
aspies	French frigateship	1000	—	—	Captain des Essarts	Viadivostock
alos	Russian corvette	1500	8	—	Commander de Korambouguer	On a cruise
marcoval	U. S. corvette	2100	8	800	Captain L. Pouchet	Viadivostock
uvier	U. S. gunboat	303	6	500	Commander J. J. McGlinsey	Shanghai
gnet	French gunboat	480	—	—	Lieut. Com. Thomas Nelson	Canton
rine Adalbert	French gunboat	22.0	—	—	Commander Thouens	Saigon
zobnik	French corvette	3982	—	—	Commander Poidlou	Haiphong
argault de Genouilly	Russian corvette	1852	12	—	Commander M. Buge	Keelung
oland	Russian corvette	—	—	—	Captain Menzing	Nagasaki
in Quintin	French corvette	2500	15	—	Captain Hillebrand	Yokohama
Spanish man-of-war	French frigate	1800	—	—	Commander Richard	Pescadores
French corvette	Spanish man-of-war	1700	—	—	Commander Mayet	Saigon
Russian gunboat	French corvette	400	7	80	Commander G. de Espans	Manila
Portuguese gunboat	Russian gunboat	410	—	—	Commander W. Monin	Haiphong
U. S. frigate	French frigate	2300	10	3000	Commander Boyle	Saigon
French ironclad	Spanish corvette	4176	14	2400	Captain Arls	Japan
French frigate	Portuguese gunboat	5100	—	—	Captain R. L. Phythian	Hongkong
Spanish corvette	U. S. frigate	1156	—	—	Captain Baur	Nagasaki
French corvette	French ironclad	3000	15	675	Captain Dupuis	Keelung
French gunboat	Spanish corvette	405	—	—	Commander Emitt J. Butron	Pescadores
Russian ironclad	French frigate	5758	4	8000	Captain Livoelle	Manila
French corvette	Russian ironclad	1900	6	800	Commander Lavielle	Keelung
Russian gunboat	French corvette	—	4	—	Commander Lapeyre	On a cruise
	Russian gunboat	—	4	—	Commander Polansky	Nagasaki
					Captain Giger	Saigon
					Commander Mulhonnay	

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